Month	Quantity in million metric tonnes	Value in million US dollar	Value in Rs. crore
November, 2000	3.917	873.12	4,109.69
December, 2000	4.041	675.80	3,160.62
January, 2001	3.611	628.25	2,915.10

Cost of production of the Cylinder

*85. SHRI RAJEEV SHUKLA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the cost of production of 14 kg. LPG in each refinery as reflected in the annual financial statements as on 31st March of 1975, 1985, 1990, 1995 and 2000;

(b) the cost of filling of 14 Kg. LPG cylinder in the bottling plant of each refinery; the average cost of transportation of LPG in 14 Kg. Cylinder on above dates; and

(c) the delivered cost of 14 Kg. LPG in respective delivery zone of each refinery on 31st March of 1975, 1985, 1990, 1995 and 2000; and the steps taken to reduce the cost of production of LPG?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI RAM NAIK): (a) The cost of production of LPG is not separately reflected in the annual financial statements of refineries.

(b) The capacity of a domestic LPG cylinder is 14.2 Kg. and not 14 Kg. The cost of filling of LPG cylinder varies from plant to pla.. Most of the LPG bottling plants are owned by the oil marketing companies. The average of the cost reimbursed to the oil marketing companies towards the LPG filling charges have been as under:

As on	No. of Bottling Plants	Average cost (Rs. per cylinder)
31st March' 90	64	13.54
31st March' 95	74	16.19

The filling charges of LPG for the year 1999-2000 is under finalization.

The transportation cost of LPG cylinder varies from location to

location, mainly on account of distance. Therefore, there is no average cost of transportation of LPG cylinder.

(c) The delivered price of 14.2 Kg. LPG cylinder to customers in the four metro cities in 1995 and 2000 were as under:

Rupees per cylinder

Name of the Metro	Price as on 31.3.1995	Price as on 31.3.2000
Mumbai	91.95	199.00
Delhi	93.05	196.55
Kolkata	105.55	221.65
Chennai	97.55	202.40

The following steps have been taken to reduce the cost of domestic LPG:

(i) Effective 1-4-1998, cost plus compensation mechanism has been discontinued for refineries and since then, refineries are being paid the import parity price.

(ii) Oil Companies have taken measures to improve capacity utilization of LPG bottling plants.

(iii) With a view to reduce transportation cost, new bottling plants have been set up in a dispersed manner.

(iv) To reduce LPG transportation cost, one LPG pipeline from Jamnagar to Loni (near Delhi) has been commissioned in January 2001, besides another proposed pipeline from Vizag to Secunderabad.

Likely impact on Domestic Industry under WTO Regime

*86. SHRI NARENDRA MOHAN: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether with the lifting of quantitative curbs under the WTO regime in April 2001 the Indian industry will face global competition;

(b) if so, whether Indian industry is well equipped to face this competition; and